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Primary Author (NOTE: will receive all correspondence regarding participation in this program and is assumed to be presenter)		
* Name: Brian R. Richardson		* U.S. Citizen <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
* Organization (contractors provide company name): Jacobs ESSSA Group		
* Address: NASA Marshall Space Flight Center, Bldg 4203 Rm 3428		
* City: Huntsville	* State: AL	* ZIP Code: 35812
* Phone: 256-544-9396	Fax:	* Email: brian.r.richardson@nasa.gov
2nd Author Please provide <u>full contact information</u> for each author.		
Name: Kalem Braman		* U.S. Citizen <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (contractors provide company name): Jacobs ESSSA Group		
Address: NASA Marshall Space Flight Center, Bldg 4203 Rm 3427		
City: Huntsville	State: AL	ZIP Code: 35812
Phone: 256-544-8537	Fax:	Email: kalen.e.braman@nasa.gov
3rd Author Please provide <u>full contact information</u> for each author.		
Name: Jeff West		* U.S. Citizen <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (contractors provide company name): NASA/MSFC		
Address: NASA Marshall Space Flight Center, Bldg 4203 Rm 3102		
City: Huntsville	State: AL	ZIP Code: 35812
Phone: 256-544-6309	Fax:	Email: jeffrey.s.west@nasa.gov
4th Author Please provide <u>full contact information</u> for each author.		
Name:		* U.S. Citizen <input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (contractors provide company name):		
Address:		
City:	State:	ZIP Code:
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Unclassified Abstract (250 – 300 words; do not include figures or tables)	
<p>* NASA Marshall Space Flight Center (MSFC) has embarked upon a joint project with the Air Force to improve the state-of-the-art of space application combustion device design and operational understanding. One goal of the project is to design, build and hot-fire test a 40,000 pound-thrust Oxygen/Rocket Propellant-2 (RP-2) Oxygen-Rich staged engine at MSFC. The overall project goals afford the opportunity to test multiple different injector designs and experimentally evaluate the any effect on the engine performance and combustion dynamics. To maximize the available test resources and benefits, pre-test, combustng flow, Computational Fluid Dynamics (CFD) analysis was performed on the individual injectors to guide the design. The results of the CFD analysis were used to design the injectors for specific, targeted fluid dynamic features and the analysis results also provided some predictive input for acoustic and thermal analysis of the main Thrust Chamber Assembly (TCA). MSFC has developed and demonstrated the ability to utilize a computationally efficient, flamelet-based combustion model to guide the pre-test design of single-element Gas Centered Swirl Coaxial (GCSC) injectors. Previous, Oxygen/RP-2 simulation models utilizing the Loci-STREAM flow solver, were validated using single injector test data from the EC-1 Air Force test facility. The simulation effort herein is an extension of the validated, CFD driven, single-injector design approach applied to single injectors which will be part of a larger engine array. Time-accurate, Three-Dimensional, CFD simulations were performed for five different classes of injector geometries. Simulations were performed to guide the design of the injector to achieve a variety of intended performance goals. For example, two GCSC injectors were designed to achieve stable hydrodynamic behavior of the propellant circuits while providing the largest thermal margin possible within the design envelope. While another injector was designed to purposefully create a hydrodynamic instability in the fuel supply circuit as predicted by the CFD analysis. Future multi-injector analysis and testing will indicate what if any changes occur in the predicted behavior for the single-element injector when the same injector geometry is placed in a multi-element array.</p>	
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